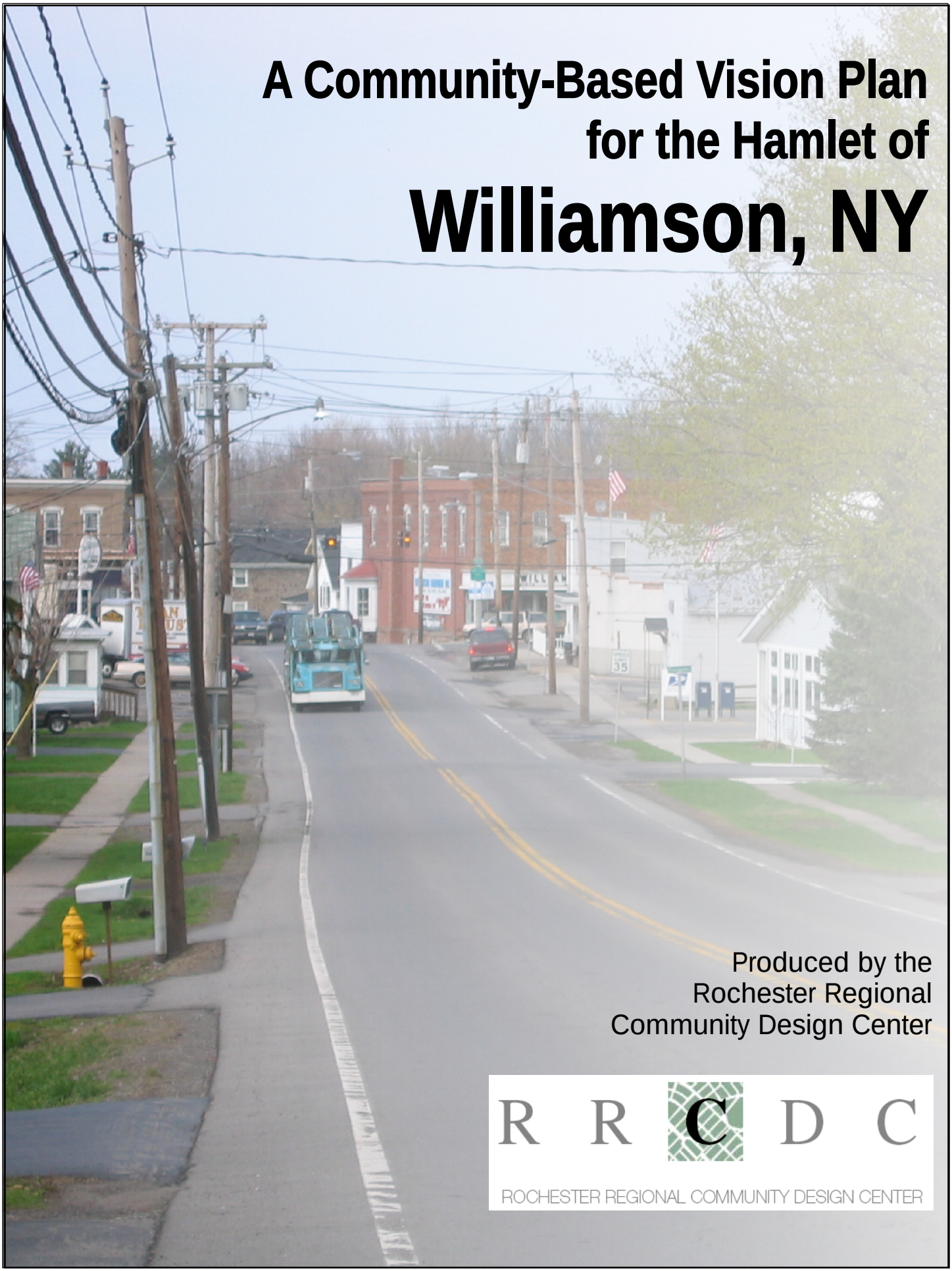
A Community-Based Vision Plan for the Hamlet of

Williamson, NY



Produced by the
Rochester Regional
Community Design Center

R R C D C

ROCHESTER REGIONAL COMMUNITY DESIGN CENTER

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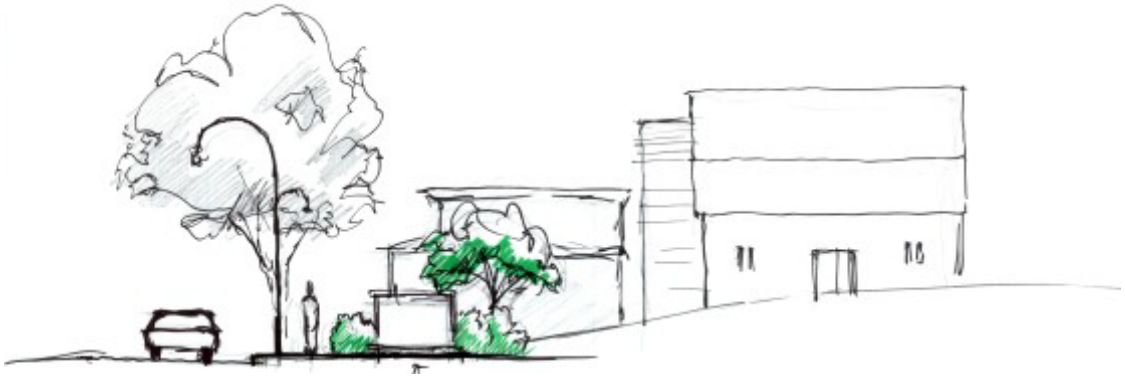

September, 2005

Produced by the Rochester Regional Community Design Center

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A special thanks to the New York State Council on the Arts and The Rochester Chapter of the American Institute of Architects for contributing funding that made the Williamson Charrette possible .

R R C D C

ROCHESTER REGIONAL COMMUNITY DESIGN CENTER

The non-profit Rochester Regional Community Design Center (RRCDC) serves as a resource base for activities focused on design of the built environment in the nine-county Greater Rochester Region. The organization is a group of volunteer design professionals and interested citizens working to translate principles of good community design into vision plans for our neighborhoods, and seeking to help reestablish relationships between our citizens and their physical environments. We act as a multifaceted resource center, educating communities about design, engaging citizens in community-based planning, and advocating for people-centric design of our public spaces, while working in co-operation with both the private and public sectors in the urban, suburban and rural areas of this region.

One of our most effective means of civic engagement is the community design charrette, an intensive, participatory planning process that brings together a variety of community stakeholders to observe and share ideas about their community. Together they produce tangible steps towards achieving neighborhood consensus for a community vision. As facilitator, we work with a Steering Committee of neighborhood representatives to plan the charrette, provide design professionals at the event to help translate citizens' ideas into physical drawings, and follow through with those initial ideas to create a final set of plans and recommendations for the community.

Since we began our work as the AIA Rochester Urban Design Committee (UDC) in 1998, the group has facilitated sixteen community design charrettes, including the Center City Charrette that resulted in a community-based vision for Rochester's downtown, and the University Avenue Charrette that resulted in construction of the award-winning ARTWalk project. In 2004, we officially incorporated as a 501(c)(3) non-profit organization, and continue to serve our region as we seek to grow, ourselves.

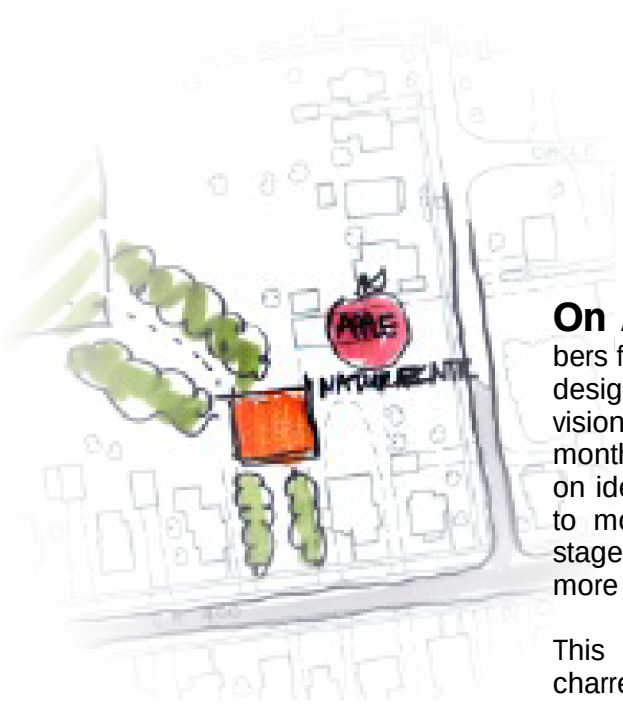
Executive Summary

A community-based "Vision Plan" for the Hamlet of Williamson, NY has been prepared by the RRCDC for the Williamson community. This rural community about 25 miles east of Rochester faces a number of growth and development challenges and seeks to address some of these issues through community-based planning. The plan incorporates ideas suggested by over one hundred community members at the Williamson Community Design Charrette held in April, 2005, as well as general elements of good design and planning for healthy, viable communities. The process of creating the plan began over one and a half years ago when members of the Williamson Planning Board first contacted the RRCDC, and was recently finalized after members of the RRCDC Design Studio presented drafts of the plans to the community for feedback and then completed final versions of the drawings and written recommendations.

The Vision Plan contains four sections; three sections include design and development recommendations for primary corridors in the hamlet and the fourth contains an overall growth strategy. The primary recommendations in the plan are based on design guidelines from the charrette, which include elements such as design consistency in the public realm, accessibility to different neighborhoods by a variety of transportation options, effective use of green space, overall aesthetic quality, appropriate parking, and contextual design for existing and future development. The overall growth plan seeks to address issues like agricultural, open space and historic preservation, and to reconcile the competition of commercial development on the hamlet's Main Street with development on the Route 104 highway one mile north.

The Vision Plan will serve as, among other things, a guide for the community as they seek to implement the recommended changes during the next phase of the process. The Williamson Steering Committee and RRCDC will embark upon a series of steps towards implementation which includes organizing and prioritizing recommendations from the Vision Plan and involving the appropriate public and private stakeholders in order to achieve the various programs, projects and initiatives from the plan.

Introduction



On April 9, 2005, over one hundred community members from the Hamlet of Williamson gathered with 25 volunteer design professionals to share ideas and contribute towards a vision for the future of their community. Now, less than six months after the charrette, a Vision Plan for the hamlet, based on ideas from the charrette, is complete. Williamson is poised to move beyond visioning stages and into implementation stages towards realization of a healthier, better-designed and more viable community.

This report chronicles the processes before and after the charrette, and documents both the community ideas from the charrette as well as the final Vision Plan which was developed by the RRCDC Design Studio based on those ideas. Each section of the report explores a different aspect of the community or the processes involved in creating and implementing a Vision Plan, as indicated in the various sections.

RRCDC staff compiled the report during a several-week period in September, 2005, based on the model of the Upper Monroe Neighborhood Charrette report. It is the second booklet of its kind produced by the organization and the first to describe the upcoming implementation phase in more detail. It is intended as a resource for citizens and communities interested in learning about how a charrette process can help them achieve a more inclusive process of community development. The report is part of an historic record of the Williamson's physical and economic revitalization process, a documentation of the efforts of the RRCDC and Williamson Steering Committee, and testament to the power of citizen engagement.

Maintaining a Sense of Place through Planning

The planning and design challenges that Williamson seeks to address are in some ways unique and in other aspects representative of trends throughout the country. The major challenge for Williamson is to plan for future growth and development in a manner that will preserve the area's agricultural, historic and architectural heritage, maintaining the unique "sense of place" inherent in the community. This "sense of place" is established through the details and features of the natural and man-made environments that contribute to Williamson's distinctness, such as its fruit orchards and historic architecture. Through proper planning and foresight, the town hopes to reverse the onset of negative trends like the loss of importance and accompanying deterioration of its Main Street, disappearing agricultural heritage, and growth of strip-mall development and sprawl that plague so many American towns. Williamson seeks to learn from the lessons of other American cities and towns which have met with varying success in their ability to maintain healthy communities based on their approaches to planning.

Thomas Hylton, a Pulitzer Prize-winning journalist, author of Save Our Land, Save Our Towns and president of the Pennsylvania-based non-profit with the same name, has written extensively on the topic of community planning as a precursor for smart growth. In his book, he comments that "the sprawling nature of post-war suburban development has destroyed our sense of community... despoiled once-beautiful landscapes, and chopped up pristine woodlands. It has blighted our surroundings with massive highways and parking lots... Once we had towns with vibrant shopping districts and streets bustling with pedestrians. Now we build Wal-marts, Kmarts and shopping malls.... By rearranging streets and buildings to accommodate the auto, we have devastated the appearance of our towns and countryside." This bleak picture is a product of unplanned or poorly planned development that Americans know all too well. Williamson seeks to strike a balance with their current planning efforts, encouraging investment and development in the area while also ensuring quality in their community design.

Hylton also comments that many local and regional government officials hold the common misconception that unbridled land development contributes necessary money to a municipality's tax-base. However, studies in both America and Great Britain indicate that traditional towns cost governments only thirty to fifty percent the amount of suburban sprawl for the construction and maintenance of roads, sewers, water pipes and other infrastructure. Five primary characteristics of traditional towns include compactness, a clear distinction between city and country, a mixture of functions in any given developed area, people living within walking distance of their work, and the best homes located closest to the center.

Advocating for the continued development of efficient, people-friendly and healthy communities, Hylton lists his ten rules for quality in the built environment: A sense of place, a built environment with human scale, self-contained neighborhoods that don't require residents to get in their cars or go elsewhere to meet their basic needs, diversity, transit-friendly design, trees, alleys and parking lots to the rear of buildings, humane architecture, "outdoor rooms" in the spaces between buildings, and maintenance and safety.

As American communities inevitably grow, they can heed the lessons learned from a post-World-War II development ethos which gave us suburban sprawl, and begin to implement planning measures which will not prevent but rather will control development to meet these suggested standards for healthy cities and towns. In states such as Maryland, Vermont, Washington and Kentucky, this type of planning has been implemented at a regional or state level, and these areas have met with large degrees of success in maintaining vibrant cities and towns while preserving open space and agricultural lands. With such positive examples to draw from, and the benefit of foresight, small-but-growing communities like Williamson have the chance to prevent sprawl before it happens and gain from the benefits of planning for their future.

Source: Hylton, Thomas. Save Our Land, Save Our Towns. Regent Publishing Services: China, 2003.

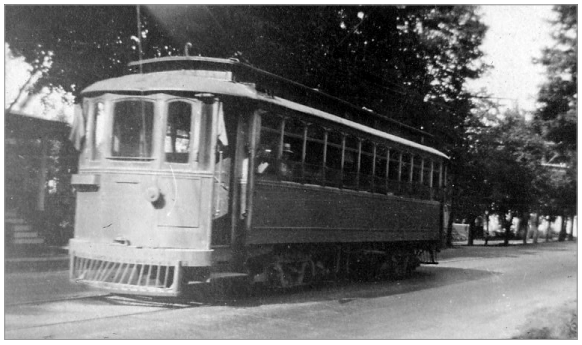
Images from: RRCDC,
www.absolutedsm.com/waterloo_photo_page.htm,
www.saveourlandsaveourtowns.org,
Www.susps.org

History of Williamson

The Town of Williamson was established in 1802 under the direction of Sir William Pulteney, who owned much of the land in Central and Western New York. During the 1800s, the hamlet was an important stop along the Underground Railroad; fugitive slaves could escape to Canada from Williamson's Lake Ontario port. The lake port also served as an important point from which local produce was shipped to Canada. The Town's first business center was located in Pultneyville, which developed in response to the shipbuilding community on the Lake port and contained a number of small local businesses throughout the early and mid 1800s.

Eventually, the Erie Canal began diverting business from the port at Pultneyville. By 1874, the Lake Ontario Shore Railroad was becoming a more prominent mode of transportation and taking business from the canal. These changes led to a shift in commerce towards the railroad village in what is still the hamlet of Williamson. This hamlet was located along a major east-west rail line which was constructed in the 19th century and routed along what is now Route 104. The first business in this center was the Tavern, which operated since 1807 and is now commemorated by a historical marker at the primary intersection on Main Street.

By 1904, more railroads transected the town. The Sodus Bay Electric Railway, an electric trolley, operated from Rochester to Sodus Point, with a station on Williamson's Main Street. Williamson's location along this major transportation route contributed towards the commercial activity in the village, which included two hotels, a number of retail and service businesses, warehouses and manufacturing businesses. The trolley provided a major advantage of transportation from Williamson to larger cities without the need for personal transportation.



The trolley stopped running in 1929, and a bus system which provided service to Rochester, Sodus, Syracuse and other nearby cities and towns ran until the 1960s. Once the bus stopped running, personal automobiles became the primary means of transportation to and from the town. Route 104 was built in 1947 as a two-lane highway about a mile north of and parallel to Main Street, and was expanded to four lanes within the past decade. Since its construction, the road has seen the slow onset of commercial and industrial development.

Williamson's population remained stable with around 4,500 residents for the century from 1830 to 1930. During the mid to late 1900s, the population slowly rose to its current size of over 6,500 people. The population is expected to continue to rise as long as automobile transportation facilitates Williamson residents' long commutes to jobs in nearby cities and suburbs.

Williamson Today

Located in Wayne County about 25 miles east of Rochester, the Town of Williamson consists of three hamlets, including Williamson, Pultneyville and East Williamson. The town itself has a land area of 36 square miles and a population of about 6,770 people, and features the most extensive commercial district of the three hamlets. It is bordered on the north by Lake Ontario and lies along the intersection of major through-routes, including Route 104 and Route 21. The charrette focused on the largest hamlet, Williamson.

The commercial and residential core of the hamlet is surrounded by agricultural lands which make up 54% of the hamlet's land area. Ninety percent of the land in the Town of Williamson is made of agricultural land. Apple orchards and other fruit farms, primarily pears and berries, are a primary and historically important part of Williamson's agricultural makeup. Some orchards can be viewed from just behind the hamlet's Main Street in the village core.

The NYS 104 corridor is the major access route to Williamson from Rochester. It is a four-lane highway characterized by heavy traffic, "big-box" and strip development, and industrial facilities located indiscriminately along its length, thus containing a mix of building sizes and types with no consistent scale. The intersection between Route 104 and Route 21, which carries traffic north to Pultneyville and south through Williamson, is characterized by sprawl development containing parking lots and big-box buildings, with no prominent or eye-catching markers denoting the village that lies one mile to the south.

Route 21 is the primary north-south, two-lane corridor running through the hamlet. Properties lying along the road are largely residential. The Town Hall, Library and Fire Department are located towards the north of the road, near Route 104, away from the village center. This area has a lower property and building density than the Main Street area, and is readily accessible only by car from the village center. The Town Hall was recently relocated there from its previous location at the intersection of Route 21 and Main Street.

Main Street (the old Ridge Road) contains a commercial center which is lined with high-density, primarily one- and two-story, brick buildings, many of which are historic. This commercial core is confined to a several-block area surrounding the intersection of Main Street and Route 21. Extending away from this district, the street features modest homes to the east and larger homes to the west. Many of these residences are architecturally or historically significant, including a number of cobblestone and wood frame homes which may be eligible for historic status.

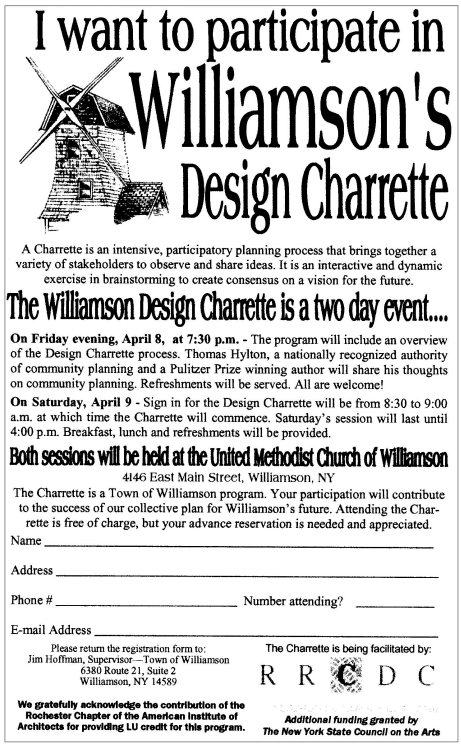
A number of development and maintenance challenges exist for the old commercial core on Main Street:

- New development on Route 104 competes with the Main Street and, in a situation typical of many small towns, has contributed to the decline of Main Street as the primary commercial core.
- Attractive connections for pedestrians and other non-car transportation are lacking between the residential neighborhoods and the Main Street core.
- A number of the residential and commercial buildings on Main Street have not been maintained or have lost their historic character.
- The integrity of the main intersection has also been seriously impacted by demolition and inappropriate newer development.
- The hamlet currently lacks a historic district or a method of enforcing historic preservation of lands and built structures.

Issues like these contributed towards the community's desire to hold a charrette to address planning needs for revitalization efforts.

Base Map of Existing Physical Conditions

Charrette Coordination and Planning



I want to participate in

Williamson's

Design Charrette

A Charrette is an intensive, participatory planning process that brings together a variety of stakeholders to observe and share ideas. It is an interactive and dynamic exercise in brainstorming to create consensus on a vision for the future.

The Williamson Design Charrette is a two day event....

On Friday evening, April 8, at 7:30 p.m. - The program will include an overview of the Design Charrette process. Thomas Hylton, a nationally recognized authority of community planning and a Pulitzer Prize winning author will share his thoughts on community planning. Refreshments will be served. All are welcome!

On Saturday, April 9 - Sign in for the Design Charrette will be from 8:30 to 9:00 a.m. at which time the Charrette will commence. Saturday's session will last until 4:00 p.m. Breakfast, lunch and refreshments will be provided.

Both sessions will be held at the United Methodist Church of Williamson

4146 East Main Street, Williamson, NY

The Charrette is a Town of Williamson program. Your participation will contribute to the success of our collective plan for Williamson's future. Attending the Charrette is free of charge, but your advance reservation is needed and appreciated.

Name _____

Address _____

Phone # _____ Number attending? _____

E-mail Address _____

Please return the registration form to:
Jim Hoffman, Supervisor—Town of Williamson
6380 Route 21, Suite 2
Williamson, NY 14589

The Charrette is being facilitated by:
R R C D C

We gratefully acknowledge the contribution of the Rochester Chapter of the American Institute of Architects for providing LU credit for this program.

Additional funding granted by The New York State Council on the Arts

In February 2004, members of the Williamson Planning Board contacted the RRCDC for comments and design suggestions for a proposed multi-family housing development. Continued conversations between the RRCDC and Williamson Planning Board led to discussions about larger planning issues facing the town and hamlet. The town has had an official, written comprehensive plan since 1997, but members of the Planning Board desired a more community-based and visual planning effort which would give them a better and more detailed guide for future development as opposed to only general zoning regulations and written plans for growth.

To contribute towards the creation of a more detailed plan, the RRCDC suggested a charrette process and offered to help secure funding for a charrette in Williamson. The hamlet of Williamson was chosen for the Charrette location, as it contains the town's largest commercial area. In early 2004, the two groups began a grant application process to the New York State Council on the Arts for a community design charrette. They were notified in July that the community would receive a grant for $8,000 for the charrette through the Architecture, Design and Planning program.

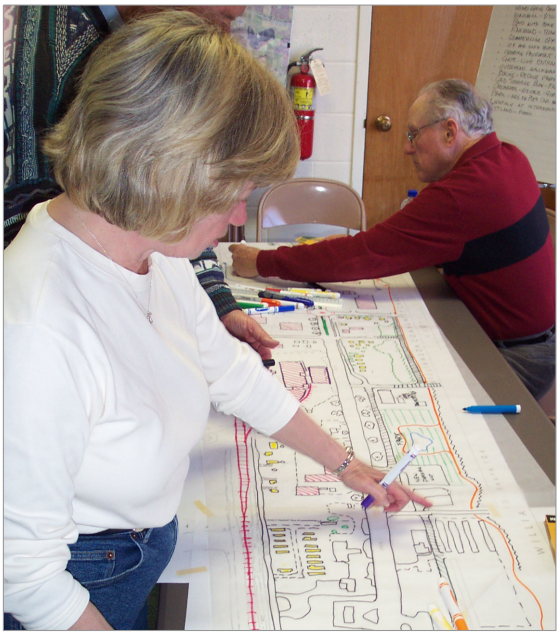
Beginning that September, representatives of the RRCDC met monthly with the Williamson Steering Committee to guide the charrette planning process for the charrette to be held the following spring. One major goal of the charrette was to create a plan for future development which would maintain or increase the vitality of the hamlet and help address sprawl before it becomes a major problem, while preserving the historic and agricultural characteristics of Williamson. Another important purpose of the charrette was to engage the community in the planning process and involve residents and other stakeholders in the creation of ideas and decision-making processes related to the future of their community.

A number of community, business, public and municipal organizations and individuals were involved in the charrette planning process, including the Williamson Planning Board, the Williamson Economic Development Team, the Wayne County Historian and Williamson Historian, the Business Improvement District, the Williamson Sun & Record Newspaper, the Williamson school district, Wayne Finger Lake BOCES, the local fire department and many other local and regional organizations.

The Charrette Event

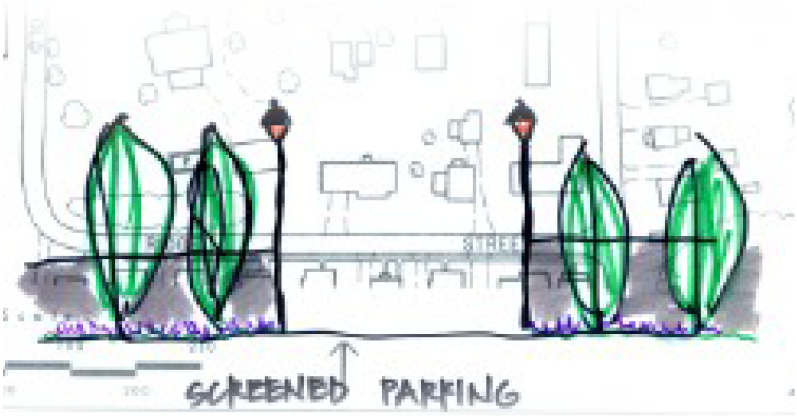
The Williamson Community Design Charrette occurred over the course of two days, starting with a Kick-Off speaker on the night of Friday, April 8. Thomas Hylton, the Pulitzer Prize-winning journalist and author of Save Our Land, Save Our Towns, spoke to an audience of 185 people about the challenges of community planning as it pertains to small agricultural towns. The opening event was held in Williamson's United Methodist Church on Main Street, the same location as the Saturday charrette.

The following day, over a hundred community members and 25 volunteer design professionals gathered for the rest of the charrette activities. In the morning, after listening to a round of introductions including a brief history of the area from Chester Peters, the Williamson Town Historian, and a crash course in community design principles from the RRCDC, participants began to get actively engaged in the charrette process. They walked to their study sites to become familiar with the areas and began identifying and recording what they liked about each area and what they wanted to change.

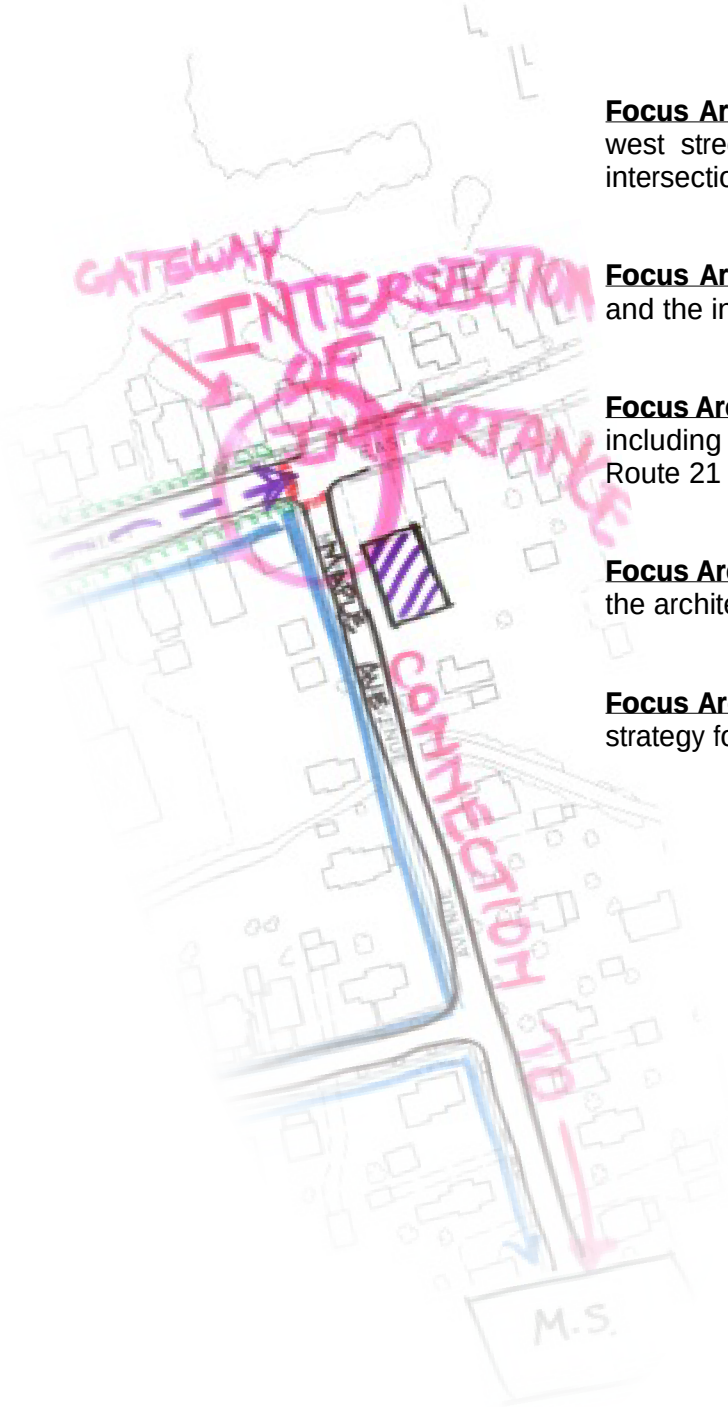


After lunch, participants convened at the drawing table, where they worked with volunteer design professionals to write and draw their ideas in ink on large base maps and easel pads. Focus area topics were explored by at least two study groups working independently of one another. The afternoon culminated with presentations from each study group to the larger crowd. One highlight of these presentations included hearing a high school student present her group's ideas to the audience. Another high point was listening to an improvised yet well-spoken and compelling plea from one business owner that the charrette participants and their neighbors, families and friends continue to invest both their time and their dollars into the community.

Many participants were inspired by the closing presentations, where they got to hear the passion of their community members to preserve and improve their community. More than once, applause or murmurs of agreement rippled through the audience, and there was noticeable similarity of suggestions from groups who had worked independently from one another. These signs indicated a movement towards community consensus on a number of design and development issues. Hopefully this level of citizen investment and engagement in the community will continue to grow throughout the Post-Charrette process.



Physical Description of the Charrette Focus Group Areas



The Steering Committee chose the following five focus areas within the general boundaries of the hamlet to consider during the charrette event:

Focus Area 1: Main Street (Old Ridge Road), the major east/west street through the center of Williamson including the intersection with Route 21.

Focus Area 2: Route 21, including areas along Lake Avenue and the intersections at Route 104 and Main Street.

Focus Area 3: Route 104 from Tuckahoe Road to Pound Road, including the area bounded by the railroad tracks and the Route 21 intersection.

Focus Area 4: The entire hamlet, with emphasis on preserving the architectural and agricultural resources of the area.

Focus Area 5: The entire hamlet with emphasis on creating a strategy for growth.

Charrette Results

A diversity of creative and thoughtful suggestions for improving the hamlet emerged from the collaborative brain-power at the charrette. While each focus group concentrated on a specific topic and provided unique approaches to their particular design challenges, similar themes wove together the details of many presentations, and in some cases the same specific suggestions evolved independently in multiple groups.

The following pages present general guidelines gleaned from the charrette ideas, and show and compare the specific ideas and drawings generated by the charrette focus groups. The renderings on these pages are actual drawings produced by participants and facilitators at the charrette on April 9, 2005.

Community-Based Guiding Principles for Development in Williamson

- Seek design consistency for aspects of the public realm including building facades, street design, signage, and green space.
- Improve pedestrian and other non-car access to residential neighborhoods, commercial districts and connecting roads.
- Enhance green space by effectively utilizing landscaping in a variety of contexts.
- Assume a “destination” mentality with strong gateways to announce arrival and uniform themes for design of logos, signs, and other public-realm enhancements.
- Create plans for new and infill residential and commercial growth that will preserve the area’s history, enhance existing physical assets, and prevent sprawl, with guidelines to ensure appropriate and contextual design.
- Develop parking strategies for better space efficiency, aesthetic considerations, and accessibility.

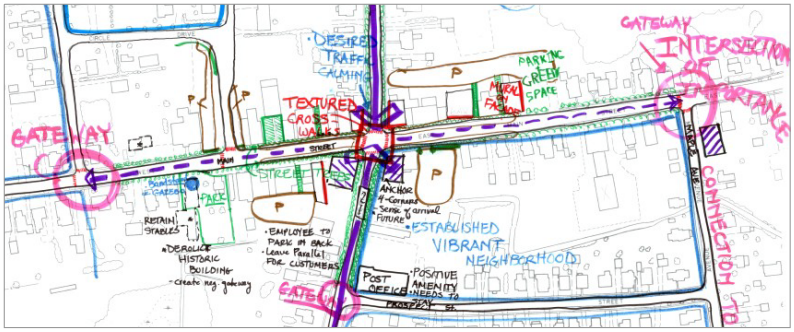
Main Street

Focus Area 1: Main Street (Old Ridge Road), the major East/ West street through the center of Williamson including the intersection with Route 21.

Goals: Make Main Street more pedestrian and patron-friendly and improve overall aesthetic towards broader goal of revitalizing the village-like center as Williamson's primary commercial core.

Community Suggestions from the Charrette:

- Implement pedestrian and shopper-oriented measures such as improved on-street parking, enhanced crosswalks, and improved connections between behind-store parking lots and store entrances.

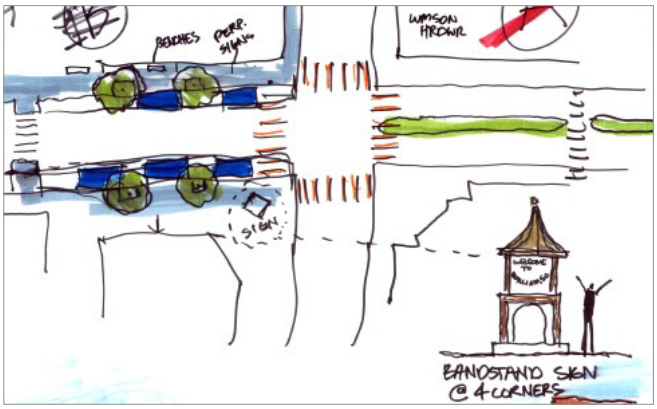


- Add pedestrian-scale features like lighting, storefront windows, benches, themed signage and other street amenities.

- Renovate vacant buildings with attention to good design and adapt existing, vacant buildings for new purposes, such as community spaces.

- Improve streetscapes with enhancements such as appropriately-sized street trees, improved facades with awnings and second-story windows, bury utility wires underground and maintain uniform building height and awning height in the Main Street business district.

- Revitalize the primary intersection of Main Street with Route 21 (Lake Avenue) by raising crosswalks and filling with contrasting paving material, adding walk-lights for pedestrians, and rebuilding the historic bandstand or adding a welcome sign that references this historic landmark.



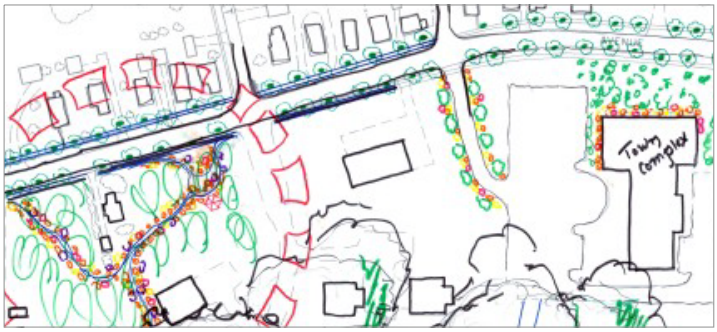
Route 21

Focus Area 2: Route 21, including areas along South and Lake Avenues and the intersections at Route 104 and Main Street.

Goals: Increase pedestrian accessibility along Lake Avenue, improve major gateways, and enhance connections between different neighborhoods and attractions along the street.

Community Suggestions from the Charrette:

- Improve currently-undeveloped green spaces along Lake Avenue with amenities to encourage community use.
- Enhance major gateways, especially with Main Street and Route 104, with better signage, behind-store parking, and landscaping.
- Repair dilapidated properties and restore building facades.
- Rebuild Williamson's historic bandstand at the original location at the intersection with Main Street.
- Add continuous curbs, a sidewalk, a bike lane, trees, and bury utilities to improve the streetscape and accessibility along the street. Create access to the planned bicycle and pedestrian trail from Lake Avenue.



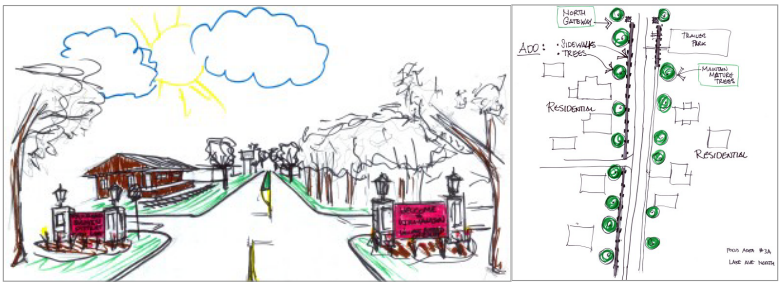
Route 104

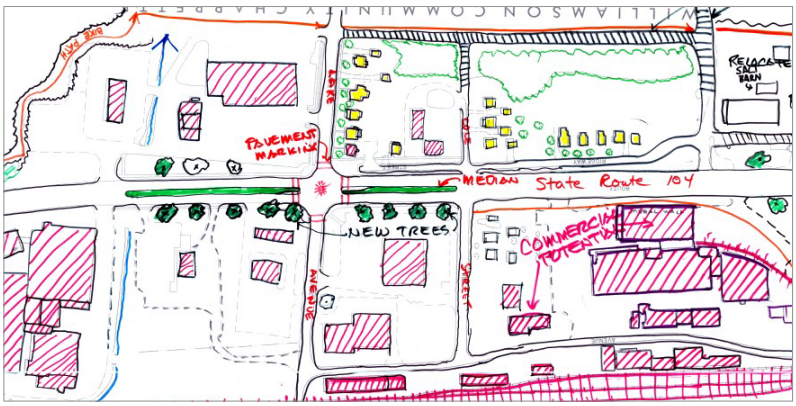
Focus Area 3: Route 104 from Tuckahoe Road to Pound Road, including the area bounded by the railroad tracks and the Route 21 intersection.

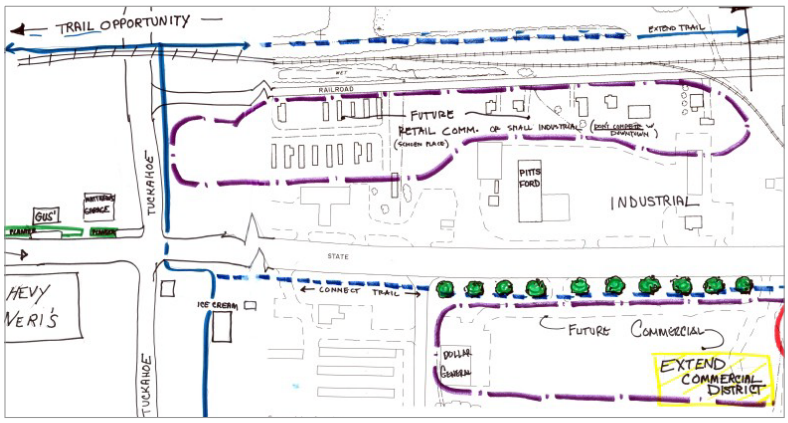
Goals: Calm traffic, enhance pedestrian access, address zoning issues for commercial areas, and improve overall aesthetic quality of this primary through-route.

Community Suggestions from the Charrette:

- Remove billboards, add street trees, and screen parking along Route 104.
- New gateway signage should direct traffic to Williamson's village-like, commercial core on Main Street.
- Add curbs, landscaped medians, and crosswalks to slow traffic and facilitate pedestrian movement, especially at major intersections.
- Address zoning to plan for appropriate commercial growth and preserve some areas as park space. Areas for future commercial development were identified to the north and south of Route 104.
- Add visual place-makers that reference Williamson's history and assets, (for example, windmills and orchards) at gateways and along street.







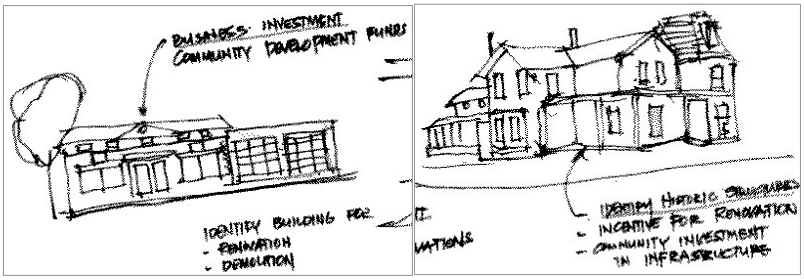
Architectural & Agricultural Preservation

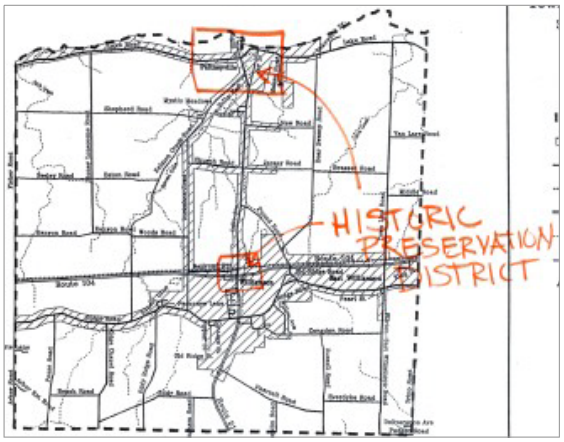
Focus Area 4: The entire hamlet, with emphasis on preserving architectural and agricultural resources.

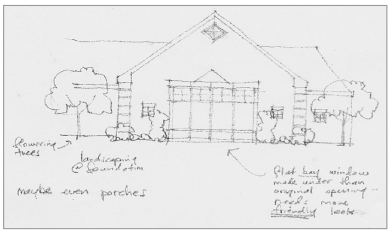
Goals: Preserve Williamson's historic architectural and agricultural resources while allowing for future growth.

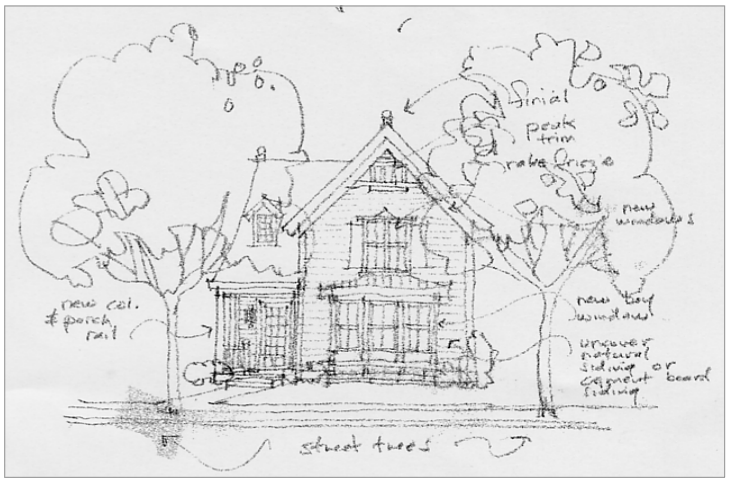
Community Suggestions from the Charrette:

- Inventory existing historic resources, especially historic architecture and sites.
- Establish "Conservation Zones," create codes for historic zoning and develop means of enforcement.
- Create a plan for "retirement" of agricultural lands, including future uses and preservation of open space.
- Develop programs for sensitive renovation of historic architecture.
- Work with Planning Board and other local and regional entities to accomplish zoning and preservation recommendations.









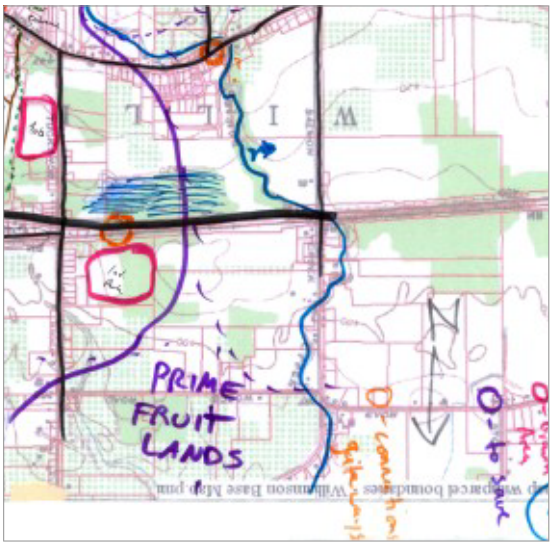
Growth Strategy

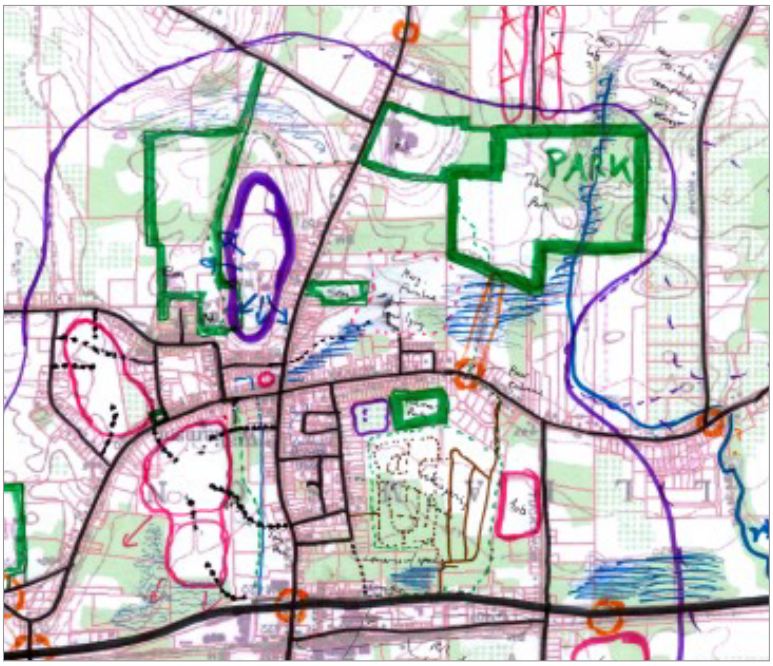
Focus Area 5: The entire hamlet, with emphasis on creating a strategy for growth.

Goals: Plan for development of residential, commercial and other types of use, with respect to unique historic and existing aspects of Williamson.

Community Suggestions from the Charrette:

- Designate areas for preservation of open space and farmland in plans for future development, as indicated in images.
- Identify areas for potential development and zone for future uses such as residential, commercial, school, industrial, park, farmland and other types of land use. Some possible zones are identified as shown in images.
- Restore or rebuild historic features like cobblestone structures and windmill.





Post-Charrette Work, Phase 1: Vision Plan Development

After a charrette, ideas raised must be translated into design concepts that are shown on a physical plan, the "Vision Plan." During the first phase of Post-Charrette work for Williamson, the RRCDC Design Studio working together with the Williamson Steering Committee discussed strategies for expressing the ideas raised at the charrette, prioritized them and made initial decisions about what would be included in the physical plan.

The first draft of plans was presented to the public on August 1, at the United Methodist Church of Williamson, where the charrette had been held at a meeting attended by over 80 Williamson residents. The meeting gave community members a chance to see draft plans and to review initial concepts for the final physical plans. After the RRCDC Design Studio presented the draft plans, they dialogued with community members to receive feedback and answer questions. That feedback was incorporated into the final renderings and Vision Plan.

The plan itself is created as an overlay drawing that shows new, suggested features overlain on a base map of existing physical conditions. Together with the written recommendations for development outlined in the report, the physical plan provides a framework and mapping for the future development of the neighborhood.

A Vision Plan is important for a variety of reasons. It is drawn based on ideas generated at the charrette and is a documented record of those ideas and the recommendations made as the result. Working in the format of an overall plan ensures continuity and coordination, effectively tying together what is done in one area of the community with that in another in an overall strategy. The plan is a useful document that the community can employ when explaining strategies, seeking funding and encouraging investors and supporting development ideas. Having a plan available is valuable for the community refer to when issues come up regarding planning and zoning. It serves as a planning tool and a map for short and long term project development and implementation.

The Vision Plan: Overview

The Vision Plan for Williamson comprises the final drawings and written descriptions that are presented in this next section of the report. Three of the final drawings focus on the major corridors studied in the charrette – Route 104, Route 21 (Lake Avenue) and Main Street (Old Ridge Road) – and one drawing presents a growth strategy and addresses zoning issues for the entire hamlet. Each drawing is color-coded and labeled to indicate the suggested changes. A map key is provided to indicate the type of development or enhancement intended by different colors. The primary aspects of the recommendations are outlined on the accompanying pages.

Drawing A:
Main Street/ Route 21 Intersection

Existing Conditions:
The small, several-block Main Street was once the primary commercial area of the hamlet, but is now deteriorating as much of the commercial activity moves to or develops on Route 104. Building vacancies and poor upkeep are concerns there. The intersection with Lake Avenue experiences heavy truck-traffic as Lake Avenue is an important, north-south truck route.

Overview of Vision Plan Recommendations:

Design Consistency

- **Infill Buildings** – Infill buildings are suggested in several locations, including at the intersection of Main Street and Lake Avenue, with construction to the sidewalk edge. This will create continuity of the architectural edge for the public realm, hide the parking lots, introduce more spaces for businesses, and create a well-defined sense of sidewalk and street. Compatible, two-story height and contextual design are suggested for new buildings. The new buildings proposed at the southeast and southwest corners should be prominent, two-story, signature Main Street structures.

- **Screen Parking** – Parking lots are screened with fences or enhanced with landscaping as indicated, to improve the visual quality of the pedestrian experience. Entrances should be well defined, marked and landscaped.

- **Street Trees** – Additional, well-maintained street trees will greatly enhance the streetscape of Main Street and locations for trees are indicated in the Plan.

- **Façade Maintenance and Improvements** – Additional window transparency in storefronts will contribute to a more vibrant sense of commercial activity and other façade improvements will enhance the visual characteristic of the public realm. Signage Design Guidelines should be developed so that building signs become visual assets to the enhanced building facades.

- **Hide Utilities** – The Plan encourages removal of utility poles and burying of wires to mitigate the visual effects of utilities along Main Street.

Pedestrian Friendliness

- **Connections to Off-Street Parking** – Well-defined, consolidated parking areas behind the Main Street buildings at each quadrant should be developed with ample pedestrian connections to Main Street. Attractive and well-defined walkways are suggested in interstitial spaces between buildings to connect rear parking areas with the street.

- **Enhanced Crosswalks** – Locations for better-defined crosswalks are indicated, with bump-outs to slow traffic and reduce the distance that pedestrians must walk across the street. Contrastingly colored pavers should define the crossing areas.

Create a "Destination" Mentality

- **Gateway at Lake Avenue/Main Street** – Major gateway improvements at this intersection include signage and markers, landscaping, and the re-construction of Williamson's historic Bandstand which was located near this site in the past. Coupled with bump-outs, landscaping, enhanced building façade design, green space, and the Bandstand, this part of Main Street becomes a focal point for the community. The Bandstand site would be available for community concerts and gatherings.

- **Outdoor Seating** – Areas for attractive outdoor seating at restaurants and in green spaces are proposed, to enhance a sense of public activity and desirability on Main Street, encouraging people to spend time there. Green space at the southeast corner of Main Street and Lake Avenue becomes a seating area for concerts in the bandstand.

Special Considerations for Main Street

- **Historic Cobblestone Structure** – The historic cobblestone structure, once a service station but closed for the past twenty-five years, can be restored to add a distinct, historic element to Main Street. The structure would work well as a residence, retail or craft specialty store or office, with the parking at the side or behind the structure allowing the front yard to be landscaped.

- **Specific Building Renovations** – Several residential structures along Main Street and Lake Avenue could use major façade improvements. Some additions are also recommended for certain buildings on Main Street to improve the overall appearance of the street.

- **Reconfigured Parking at Candy Kitchen** – The parking street just west of the Candy Kitchen is recommended to be reconstructed to appear and function more as a street, as shown on the plan. This will enhance pedestrian opportunities for this area.

Drawing A

WILLIAMSON COMMUNITY CHARRETTE

A

Graphic Scale

25 75 150 250

0 50 100 200

N

This is a reconfiguration of an original drawing from 1968. The drawing has not been instrument surveyed.

RRCDC

June 2005

Drawing B: Route 21 between Route 104 and Main Street

Existing Conditions:
The length of Lake Avenue (Route 21) between Main Street and Route 104 is currently characterized by residential development on the west. The east side of this stretch contains some lots, including those municipally owned, with large undeveloped green areas, as well as several larger-scale public buildings including the new Town Hall and Library. A creek to the east runs parallel to Lake Avenue along this stretch.

Overview of Vision Plan Recommendations:

Design Consistency

- **Improved Facades of Residences**– Façade upkeep is recommended for this stretch, including maintenance and sensitive renovation of existing residential buildings. Opportunities for residential infill also exist along this street which would provide more visual consistency.

- **Village Green at Town Hall/Library –** In effort to increase the civic and public character of the new Town Hall, improvements are suggested including enhancements to the façade of the new building, which will create a better-defined entryway, as well as development of green space adjacent to Town Hall as a "Village Green," with walkways and landscaping.

Pedestrian Friendliness

- **Add Sidewalks** – Sidewalks are added along the length of Lake Avenue and connect into residential areas to the east and west to encourage pedestrian traffic and improve accessibility from residential areas to commercial and public areas.

Improve Green Space

- **Street Trees** – Locations for addition of street trees along length of Lake Avenue are indicated in the Plan, to add to the visual character of the streetscape. Wider tree-lawns are recommended on the east side of the street.

- **Create and Develop Green Space** – Areas for developed park space and preserved open space are shown, such as within new proposed residential development to the west of the corridor. Some buildings are identified for removal which will add additional green space.

- **Green Space Along Creek** – The plan suggests opening the creek and preserving and improving the areas along its banks to increase accessibility to this natural asset of the hamlet. This proposal takes into account existing plans to add a walking and biking trail along the creek.

Plan for Growth

- **New Residential Development** – To the east of Lake Avenue, between Route 104 and Main Street, new residential development is proposed on land that is currently largely undeveloped. The Plan indicates an appropriate strategy for the development of a mixed-housing residential neighborhood which includes new and existing buildings. This neighborhood features new single and multi-family residences, landscaped green space, appropriate parking areas, sidewalks, carriage lanes for car access to single- and double-family houses, and developed and preserved land along the creek. The proposal seeks to address issues including appropriate building scale and density, pedestrian friendliness, accessibility, efficiency of land use, diversity of housing options, parking needs, and visual character of the public realm. Appropriate land planning and building design should be based upon the urban design principles of Traditional Neighborhood Development (TND). An official "vision plan" and map should be adopted for this area.

Parking Strategies

- **Additional Parking on Lake Avenue –** The Plan indicates locations for defined parking spaces along the length of Lake Avenue and suggests locations for bumpouts to calm traffic.
- **New Curbs** – Definitive granite curbing should be installed to help define the more formal role of the street.

Special Considerations for Lake Avenue (Route 21)

- **Truck Traffic Strategy** – This road is now a major truck route between the businesses along Route 104, Pultneyville and the New York State Thruway. This heavy traffic is extremely disruptive, inappropriate, and detrimental to the village/hamlet/pedestrian nature and pedestrian vision of the historic center. It is recommended that such traffic be removed from this roadway to another route west of the hamlet. The RRCDC Design Studio is investigating possibilities to re-route truck traffic.

- **Firehouse Strategy** – The current firehouse building is architecturally inappropriate for the character of Lake Avenue. One of two options is recommended for this structure:
    - Relocate it to a less disruptive location along Route 104, freeing up the land for a more appropriate and contributing use; or
    - Reconstruct the structure in a more complimentary manner, architecturally. The impact of the immense paved driveway might be mitigated by placing all or some of the doors to the truck bays behind the building. A well-developed landscape plan would also help.

Drawing B

WILLIAMSON COMMUNITY CHARRETTE

B

Graphic Scale

30 90 180 300

0 60 120 240

N

This is a reconfiguration of an original drawing from 1968. The drawing has not been instrument surveyed.

RRCDC

June 2005

Drawing C:
Route 104/ Lake Avenue

Existing Conditions:
Route 104 is a state highway that runs east-west near the northern border of the hamlet. Lake Avenue (Route 21) is a major connecting corridor that runs from the Lake at Pultneyville south through the hamlet of Williamson, where it forms the only major intersection along Main Street. Both roads are important as commercial corridors and for local traffic. Route 104 is slowly developing areas featuring strip-malls with several "big box" chain stores and used-car dealerships, while Lake Avenue is characterized by residential development on the west side and a few large and disconnected municipal buildings and an apartment complex on the east.

Overview of Vision Plan Recommendations:

Create a "Destination" Mentality

- **Gateway at Lake Avenue and Route 104** – The Vision Plan shows enhancements at the intersection of Lake Avenue and Route 104 to create a major gateway to the north and towards the historic hamlet of Williamson to the south. The intersection is landscaped and paved on all four corners, and includes signage, gateway markers, low and historically-reminiscent cobblestone walls, and prominent pedestrian crosswalks. A highly visible signage structure is proposed in a strategic location to guide people to the hamlet center.

- **Enhancements on Lake Avenue** – Landscaped medians with decorative lampposts for nighttime visibility are added at the intersection of Route 104 and Lake Avenue, and Lake Avenue is lined with post-top street lights and prominent street trees on wide tree-lawns to the north and south to visually suggest to through-traffic that there is activity happening in both directions away from Route 104. Other additions include countdown pedestrian crossing signals, additional sidewalks, and new curbing to define the street better.

Improve Green Space

- **New Park Space** – Current green space could be developed into landscaped pocket parks and larger green spaces, including land adjacent to the new Town Hall and existing green space to the north and south of Route 104. Two pocket parks are proposed for areas on Ridgeway St. amongst proposed, small commercial development, and areas for green space preservation and appropriate landscaping are suggested to increase the visual character of proposed commercial developments to the north of Route 104.

Pedestrian Friendliness

- **Enhanced Crosswalks** – Locations for well-defined crosswalks at major intersections and crossings are indicated in the plan. They would feature use of special paving materials and color and might be raised. Bump-outs would be added to reduce crossing distance and to calm traffic.

- **Sidewalk Improvements and Additions** – Sidewalks are added along Route 104, along the length of Lake Avenue and within the existing and proposed commercial developments to the north of Route 104.

Plan for Growth

- **Contextually Appropriate Commercial Infill** – To the north and south of Route 104, areas for future commercial activity are indicated, in response to awareness that new, auto-oriented, larger stores will be proposed in this area. The Vision Plan indicates locations for appropriate infill development including larger stores to the north as well as smaller structures on the south with respect to scale and density of existing development in these areas. The plan indicates how these commercial areas can be made pleasant with appropriate design of parking areas and the use of landscaping, plazas, courtyards and other pedestrian considerations and amenities.

- **Historic Railroad Street** – A special historic, mixed-use "Railroad Street District" is shown on the plan, which will enhance and build upon the interesting industrial and warehouse structures along the railroad and street parallel to the track. Design guidelines would be developed that would regulate the signage, design, color and detail of the existing and new buildings in this area. The goal of this district is to honor, respect and celebrate the historic heritage of this piece of Williamson.

- **Auto Oriented Commercial District** – The commercial area along Route 104 is proposed to be planned for primarily auto oriented businesses, office and industrial uses, with a small portion of pedestrian-type support facilities. The philosophy for development of this area is that it complement but not compete with the historic, primarily pedestrian, Main Street in the hamlet of Williamson.

Drawing C

Drawing D: Gateways on Route 104

Existing Conditions:
Two intersections along Route 104 are considered to mark arrival into the hamlet of Williamson: Pound Road from the east and Tuckahoe Road from the west. These intersections, as well as the intersection of Route 104 with Lake Avenue (Route 21) in between the two outer gateways, are currently lacking strong, visual gateway identity to signal to auto drivers that they are traveling through the hamlet of Williamson. There is no indication that a village-like, commercial center exists one mile to the south, and existing signage is confusing, scattered and poorly designed.

Overview of Vision Plan Recommendations:

Create a "Destination" Mentality

The gateway enhancements suggested for Tuckahoe and Pound Roads are intended to signify to motorists that they are entering Williamson, an area which is both populated and contains areas worth visiting, including a commercial center.

- **Add Gateway Enhancements at Tuckahoe and Pound Roads** – A number of enhancements are suggested to create more visible gateway structures and improve conditions for pedestrians. Additions include attractive lighting, decorative landscaping, low rounded stone walls, landscaped medians in all four directions, curbs to define the street edge, crosswalks made of pavers with contrasting color, a contrasting paved section of road in the intersection, and a higher density of street trees. Signage indicating entrance to the hamlet of Williamson is suggested from both the east and west.

- **Reduced Lanes** – Reduction in number of lanes at gateways slows traffic to signify arrival into the hamlet. It is suggested that the width of the highway be reduced as it nears the intersection at Route 21 and Route 104, with center turning lanes and a median.

Parking Strategies

- **Organized Parking** – Organized parking lining Route 104 in certain areas of the commercial and historic railroad districts would be separated from the street by a landscaped buffer of green space and would have a number of trees added for visual enhancements. Organizing parking in this manner, especially with the additional green space and landscaping, would improve the overall appearance of Route 104 and also provide a better parking situation for shoppers or visitors to this area.

Green Space

- **Additional Street Trees and Landscaped Buffer** – Locations for additional street trees along the length of Route 104 are indicated, with high tree density at gateways. Additional trees are suggested in parking areas that line Route 104 near the two gateways, in order to visually enhance or screen these parking areas from the street and to contribute towards a more rural feeling in this area. A landscaped "buffer" strip is suggested between the street and parking areas to enhance the visual quality of the road.

- **Pocket Parks and Car Pull-Offs** – Two locations for car pull-offs with enhanced pocket parks are suggested. On the south side of Route 104 near Tuckahoe Road, enhancements are suggested to an existing ice cream store, including addition of trees and landscaping, and improved, organized parking spaces. Slightly west of there, another pull-off area for motor traffic is suggested, also with enhanced landscaping and additional trees. These two areas are intended as places where traffic could pull off and drivers could rest, and could also serve as parking spots and entrance points for Williamson's proposed trail system.

Drawing D

Future Growth Plan

Agricultural Boundary – The town is encouraged to establish an agricultural boundary line around the hamlet which would delineate between “town” and “countryside” within the hamlet. This would establish the limits of dense, physical growth and development within the center core of the hamlet while maintaining farmland and open space outside of this line, with only limited physical development in areas to be designated. Development in these designated agricultural areas should not occur in rows along the roadways but rather in clusters, possibly near intersections, so as to preserve the appealing view sheds that exist in these farmland areas.

Re-Route Truck Traffic – In order for the hamlet to develop as a viable, successful, walkable pedestrian community, one key strategy will be to re-route the truck traffic that currently flows from the New York State Thruway, along Route 21 and through the intersection of Route 21 and Main Street. One suggestion is for such traffic to travel north along Route 21 from the Thruway, through Palmyra, on to Church Street, Maple Avenue, Hall Center Road, and Arbor Road to Route 104. This is an extremely key piece for the future health of the hamlet and should be aggressively pursued.

Residential Development – Relatively dense residential development is encouraged close to the central core of the hamlet in all four quadrants. Such development should be planned around the principles of Traditional Neighborhood Development, should contain a variety of housing types, and should respect the rural nature of the hamlet. A public realm plan for each quadrant should be created, laying out the public road system, pedestrian systems, green spaces, and other considerations to act as a guide for this housing. The northeast quadrant offers the most attractive planning opportunities for new development because of its terrain and proximity to a natural stream bed along with being near both the hamlet center and the Town Hall/Library. The south-east quadrant is appealing because of its close location to the area schools. The community is advised to create incentives for development organized according to these principles and one important aspect of residential development is that it occurs in locations contiguous to and respectful of the existing residential fabric of the hamlet.

Main Street Development – The Town is encouraged to create and adopt an official Vision Plan for the Historic Hamlet of Williamson including its boundaries to guide future growth. Coupled with this should be a Design Guideline Document to address the aesthetic quality of existing and new proposed construction. An active campaign should be developed to market the hamlet and its unique assets. A building assessment study might be developed that would evaluate each building in this district as to its current condition and potential future utilization for appropriate use.

Railroad Heritage District – It is recommended that a small, special mixed use district be established, incorporating the smaller, unique railroad/warehouse type buildings north of the railroad corridor near Route 104. Such a district would have its own Design Guidelines to regulate new and existing construction. Emphasis here would be on adaptively re-using existing historic buildings for new business uses, and introducing appropriate convenience retail. This district would provide a small pedestrian haven and act as a pedestrian support area amongst the surrounding Industrial, Office, and Auto-oriented development surrounding it. It would celebrate the history of the impact of the railroad and its importance to the development of the fruit growing industry in the region.

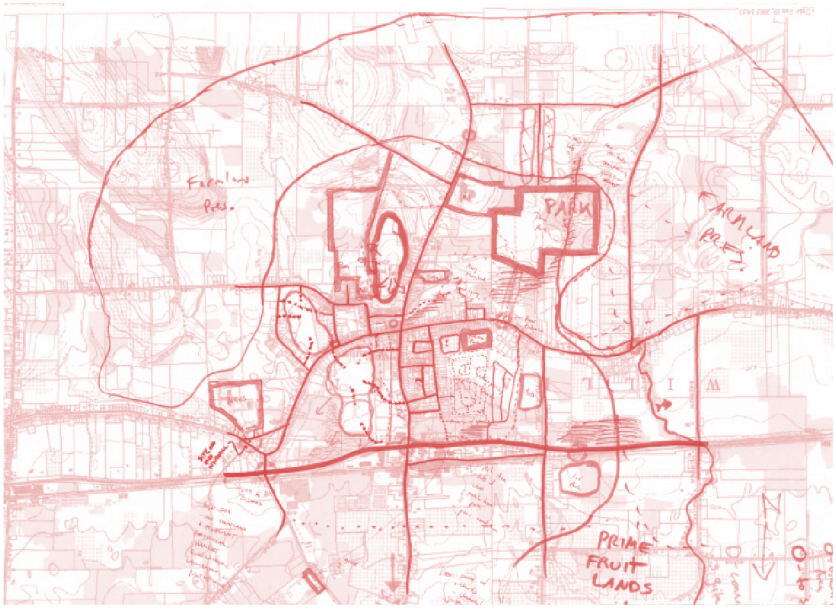
Industrial, Office and Auto-Oriented District – The area north of Route 104 on either side of Route 21 and adjacent to the Railroad line should be designed for primarily Auto-Oriented Development. This highway type development is meant to be deliberately separated from the Pedestrian Focused Development of Historic Main Street. Development along Route 104 should be limited to the area between Pound and Tuckahoe Roads, while the remainder would retain a rural feeling. The Town's decision on how to approach the areas surrounding Route 104 will be quite significant in terms of the town's future development. One alternative option would be to remake this area as a compact, mixed-use village, which would be viable if the hamlet was growing rapidly. The suggested developments shown in the Vision Plan for Route 104 seek to make the area more navigable by and safer for pedestrians but do not create a fully pedestrian-friendly environment.

Gateways – Three gateway intersections along Route 104 are recommended to be designated and developed to attract traffic from the highway to the Historic Hamlet on Main Street, including Route 104 with Pound Road, Route 21 (Lake Avenue), and Tuckahoe Road.

Trail System – The pedestrian trail system now being developed by the Town is encouraged to be expanded and continued to other areas in the region. This will allow the community to take advantage of and capitalize upon natural features in the landscape.

Park System – More public parks and green squares should be planned both within the denser developed areas as well as within the natural areas outside of the densely developed portion of the hamlet. Of prime importance is the water tower drumlin; this natural feature should be developed as a community park area. Wetlands, riparian corridors and major hills are also prime areas for preservation and public access through creation of public park space.

Town-wide Strategy – The suggestions for the hamlet of Williamson can be applied to all three hamlets within the Town. It is recommended that the Town study the "Smart Code" as a basis for a new approach to zoning.



Post-Charrette Work, Phase 2: Implementation

During the Implementation Phase of the Post-Charrette process, which is anticipated to begin in October, 2005 and last slightly over a year, the RRCDC will facilitate discussions and activities and provide technical design assistance for Williamson as the community prioritizes and develops specific projects, programs and initiatives from the Vision Plan. The RRCDC will work with the community to assist in the initial step of organizing and classifying and prioritizing the charrette ideas expressed in their Vision Plan. Key to this first step will be for the RRCDC to work in conjunction with and in an advisory capacity for the steering committee, which will serve as a conduit for communication with the citizens of Williamson. The RRCDC will assist the community in studying existing conditions, in light of recommended changes from the Vision Plan, to determine where attention or modification is needed. Regarding maintenance, updating and enforcement of current codes and other regulations, the group will make decisions about strategies for action.

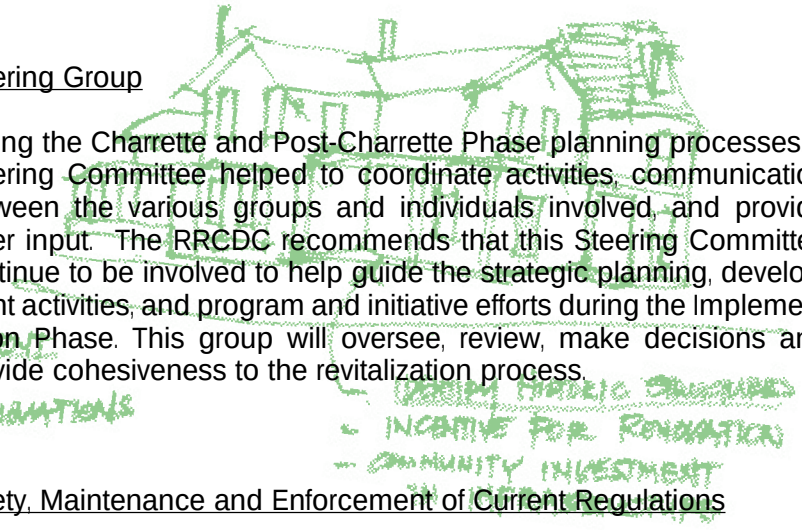
Actual outcomes of the upcoming implementation process will depend on priorities set by the community in response to their plan. Some possible outcomes include: the creation of a framework for design guidelines; creation of a preservation district(s); designation of a zone(s) for planned development; creation of an incentive program for residential and commercial building owners to sensitively renovate; production of conceptual drawings for design ideas such as a thematic scheme for signage; streetscapes and other enhancements of the public realm which would tie elements of the community together and reflect historic development; and detailing of strategies to improve pedestrian friendliness and parking strategies for commercial areas.

Many of the proposals in the Vision Plan involve public improvements to infrastructure, especially to streets and sidewalks. A strategy will need to be devised to garner the support of the involved public sector agencies in order to implement portions of the plan over time. The RRCDC will assist in orchestrating this effort, providing drawings, conceptual plans and accompanying descriptive written materials for the highest priority projects. These materials will feature conceptual designs, developed with community input, which will serve as the basis for ideas that can be translated into built projects.

The concepts that serve as the basis for the revitalization projects referred to in this grant proposal will come directly from ideas generated during the Williamson Community Design Charrette process. A major goal in this next phase is to capitalize on the enthusiasm generated during the charrette and extend public participation into the planning and implementation process this next year, encouraging community members to act on the ideas that they generated and to invest in Williamson's revitalization. Community members will be engaged through a series of public meetings, workshops and presentations hosted by the RRCDC and Steering Committee where the public will be invited to provide feedback on programs and initiatives to be pursued. They will also be kept updated through written publications such as the local newspaper and newsletters such as the one distributed by the Town Supervisor. They will have opportunities to provide input on design guidelines and recommendations, to contribute towards the structure of incentive programs for historic preservation and general property upkeep, and the prioritization, content and structure of other initiatives and projects that will affect design of the public realm and the shape of their community in the future.

Recommendations for Implementation

The Williamson Vision Plan features a multitude of ideas for future plans and development. Future initiatives will be carried out during the Implementation Phase and will need to involve public, private and public-private effort and funding. One of the first tasks will be to organize and classify the ideas into groupings under the categories of projects, programs and initiatives and then to prioritize them. The second step will be to identify the process and people necessary to achieve each desired goal and then to earmark the groups, agencies and individuals needed to bring the goals to fruition.



Steering Group

During the Charrette and Post-Charrette Phase planning processes, a Steering Committee helped to coordinate activities, communication between the various groups and individuals involved, and provide other input. The RRCDC recommends that this Steering Committee continue to be involved to help guide the strategic planning, development activities, and program and initiative efforts during the Implementation Phase. This group will oversee, review, make decisions and provide cohesiveness to the revitalization process.

Safety, Maintenance and Enforcement of Current Regulations

A key initiative will be to examine current existing conditions in light of recommended changes. The Steering Committee can determine where attention or revamping is needed regarding maintenance and enforcement of current codes and other regulations and make assessments about the mechanisms that are in place to oversee and enforce those regulations. A feeling of safety, order and well-being is an important element of successful, livable communities and opportunities should be explored to improve pedestrian safety and enhance the walking and biking experience. Mechanisms need to be developed for street and sidewalk maintenance that include taking care of garbage receptacles, street furniture, and tree grates.

Public Improvements

Many of the proposals in the Williamson Vision Plan involve improvements to publicly owned infrastructure, especially improvements to streets and sidewalks maintained by the Town of Williamson, Wayne County and the State of New York. The Steering Committee will need to devise a strategy to persuade the involved agencies to implement portions of the plan over time. Some of these plans may be implemented as part of the normal capital improvement process, while others may require extensive lobbying to come to fruition. The steering group should make an effort to assemble an advisory group made up of local and state officials and others who can help kickstart this process.

One specific area involving publicly owned infrastructure includes pedestrian circulation on streets. The creation of walkable streets with easily crossable intersections is an important initiative that will greatly improve the pedestrian experience and lend itself to increasing the vitality of the hamlet.

Improvements to Private Property

New development, renovation, and restoration should follow some general design principles in order to preserve and enhance the unique characteristics of the hamlet and its public realm. Williamson might establish “special planning districts” regulating the design of new development within specific areas of the hamlet, and “general design guidelines” for all new development. One area in which these Design Guidelines may be useful is in the proposed residential development district along Route 21. The RRCDC is able to provide technical assistance for the development of such Guidelines.

Design Guidelines should assure architectural and visual harmony between buildings while allowing for creativity and individuality. They may address:

Building orientation, materials, massing and height;

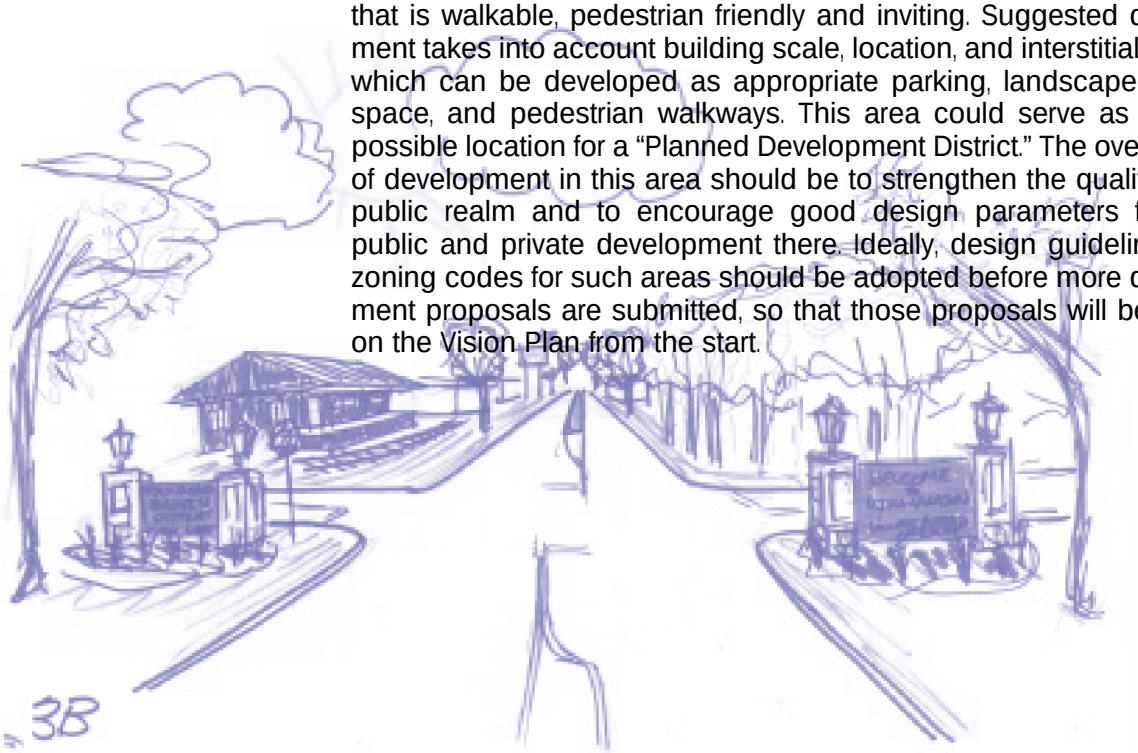
Signage, awnings, lighting and other appurtanances;

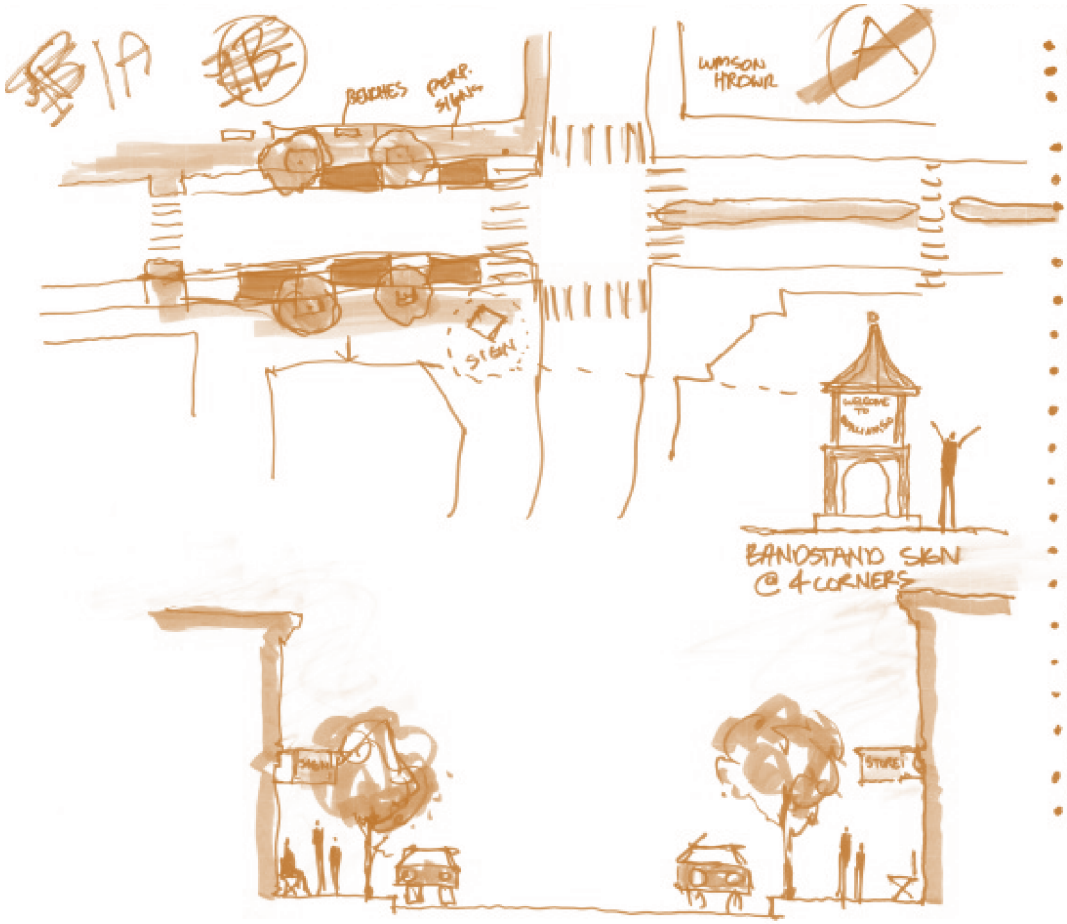
Landscaping of both decorative and usable green spaces.

Parking strategies will also be addressed as private initiatives because parking areas are largely on private land. Redesign of parking will include some angled and some parallel parking on Main Street, as well as rear, off-street parking with good connections for pedestrians from parking lots to store entrances on Main Street. The steering group should work with property owners to develop these parking strategies such as street and small lot solutions and shared parking behind buildings in organized configurations.

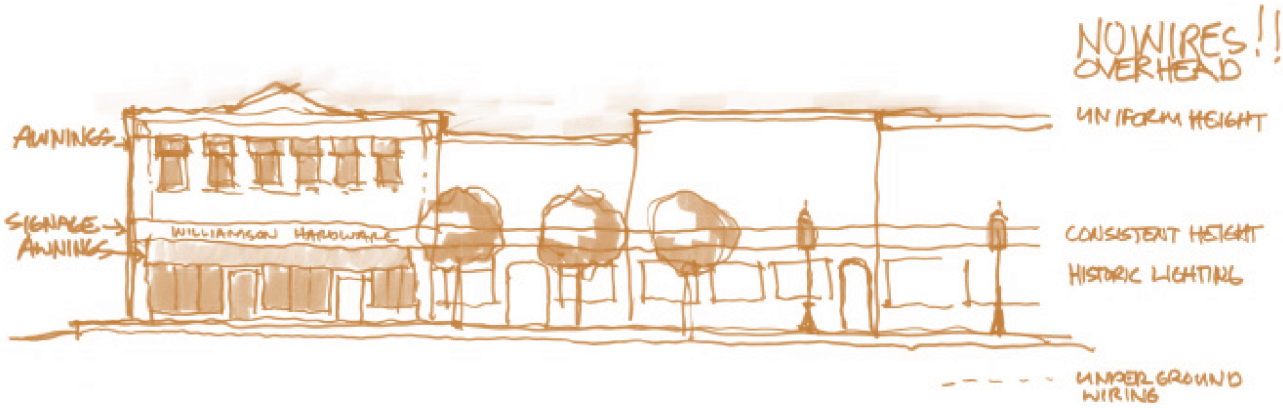
Development on Route 104

Development on Route 104 is anticipated to continue. In order to ensure good quality of design there, development can be regulated and specific types of development can be encouraged. The RRCDC recommends a combined "heritage" site and shopping area, utilizing existing areas designated for future commercial development as well as capitalizing on the location of the train tracks there. Design guidelines for future commercial development here would be especially helpful. The Vision Plan suggests locations for commercial development which will fit within existing buildings and create a shopping area that is walkable, pedestrian friendly and inviting. Suggested development takes into account building scale, location, and interstitial spaces which can be developed as appropriate parking, landscaped green space, and pedestrian walkways. This area could serve as another possible location for a "Planned Development District." The overall goal of development in this area should be to strengthen the quality of the public realm and to encourage good design parameters for both public and private development there. Ideally, design guidelines and zoning codes for such areas should be adopted before more development proposals are submitted, so that those proposals will be based on the Vision Plan from the start.





- NO ANGLED PARKING
- PARALLEL PARKING
- WALKWAYS TO REAR PARKING
- BENCHES
- PERPENDICULAR SIGN
- CROSSWALK POSITION/ LOCATION
- TREES
- SPECIALTY SHOPS - COFFEE
- COMMUNITY RECR. CNTR
- DESTINATIONS
- MOVIE THEATER
- GYM
- CLOTHING STORE
- BOWLING
- FABRIC STORE/CRAFT
- HOBBY SHOP
- GROCERY STORE
- SWIMMING POOL
- MEDICAL FACILITY
- APPLES, APPLES, APPLES
- SMALL COMMUNITY
- DAY CARE / AFTER SCHOOL PROGRAM



Summary and Conclusion

Planning, carrying out, and following up the Williamson Charrette have been parts of a worthy process helping community members take steps towards setting and achieving goals for their hamlet and town. The physical plans and written recommendations presented in this report will provide Williamson with a concrete record of the ideas that community members developed during the visioning stages and will provide a guide to follow as the community proceeds with the revitalization efforts. The Vision Plan presented here must be followed up with action during the upcoming implementation phase in order to become reality. The upcoming steps will be exciting but perhaps even more difficult than the initial visioning stages of the process.

The Charrette and Post-Charrette Processes described in the previous pages will serve not only as a guide for development in Williamson, but will also serve as a model for other communities seeking to revitalize or plan for their future. Communities of many types can follow this basic model of engaging citizens, forging new community relationships, exploring the physical and social aspects of their area, and working together to develop consensus towards a Community Based Vision Plan. Communities that engage in the charrette process will often discover that simply embarking upon this process will lead to the emergence of many unexpected yet welcome long-term effects.

A Community-Based Vision Plan for the Hamlet of Williamson, NY

Produced by the

Rochester Regional Community Design Center

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